In the Specification:

Please replace the Summary of the Invention , second full paragraph on page 2 between lines 8-21 as follows.

~~The invention comprises a suspension control system that imparts a variable supplemental resistive force to control vehicle body roll and improve suspension performance through the use of magnetic rheological force devices. The force devices may be mounted separately in a modular-type configuration, or they may be installed as an integral part of a conventional suspension assembly system. Additionally, vehicles originally produced without the force devices may be retrofitted to include the devices. Each of the force devices impart electronically adjustable amounts of force and resistance to the vehicle suspension system based on a variable magnetic/electrical field created within the force devices. The control system further includes a plurality of sensors that monitor vehicle components and performance parameters, and send signals to a logic unit. The logic unit processes input from the sensors and sends electrical commands to the force devices, which take the appropriate action to optimize suspension system performance.~~

A vehicle body roll reducing system for a suspension of a vehicle having at least one pair of axles each provided with at least one pair of wheels mounted thereon. The vehicle body roll reducing system having: a first wheel supporting member for rotatably supporting a first wheel of the one pair of wheels mounted on one of the pair of axles; a second wheel supporting member for rotatably supporting a second wheel of the one pair

of wheels mounted on one of the one pair of axles; a first spring and shock absorber assembly connecting the first wheel supporting member to a vehicle body; a second spring and shock absorber assembly connecting the second wheel supporting member to the vehicle body; first and second force devices functioning independently from the first and second spring and shock absorber assemblies, the first force device connecting the first wheel supporting member to the vehicle body, the second force device connecting the second wheel supporting member to the vehicle body, each of the first and second force devices is filled with one of a magnetorheological and electrorheological fluid and provides a resistance to the displacement of the wheel supporting members relative to the vehicle body due to a viscosity of said fluid; at least one sensor for sensing a vehicle condition and producing a sensor signal indicative of the vehicle condition; and a controller responsive to the sensor signal of the sensor for deriving a control signal to operate the first and second force devices by varying the viscosity of said fluid.

Please amend the last full paragraph on page 3 between lines 16-22 as follows.

Figures 2a-2d and 3 are schematics illustrating the active drop link roll control system of the present invention. As best shown in figure 2a, the system is comprised of at least two suspension assemblies (1, 2) corresponding to individual wheels, or more generally, to the sides of a vehicle. The suspension assembly comprises shock absorbers (4) **[[**~~(3)~~**]]** and coil springs **[[**~~(4)~~**]]** (3) to provide a vehicle with conventional passive suspension support. The suspension further includes an energy absorbing magnetic rheologic force device (5) positioned between the wheel support members (14) and the vehicle body (10).